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CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

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SUBJECT Information on the Central Motor Vehicle Repair Shop in Zeesen

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1. The repair shop is subordinate to the SCC in East Germany and is a branch plant of the motor vehicle repair shop in Oberschoeneweide. In January, the work force of the installation was 430 persons. The repair shop consisted of the administrative department, the assembly department and the mechanics department. Chief of the repair shop was Lieutenant Colonel Koshkin (fnu) who was assisted by three officers, the heads of the three departments of the installation.

2. The following information was available on the three departments of the installation:

   a. The administrative department controlled the office, the warehouse, the works police, the fire brigade and the gate keepers. 1

   b. The mechanics shop consisted of the hammer mill, the turnery, the washing room, the welding shop, the punching shop, the electrical department, the hardening shop, the locksmith's shop, the tool maker's shop, the tool shop, and the mechanical repair shop. Engineer Paul Schnick was manager of the mechanics shop. No graduate engineers were employed in the plant. Skilled workmen held the jobs scheduled to be filled by graduate engineers. 5 Source furnished a list of the equipment available at the mechanics shop. 2

   c. The assembly shop consisted of the disassembly shop, the plumbing shop, a small forge, a carpenter's shop, the paint shop, and the tank truck repair shop. Engineer Gliesche (fnu) was the German manager of the assembly shop. Machinery available at the assembly shop included: one hand-operated stationary forge with accessories, in the dismantling shop; 2 lathes and 2 boring machines, in the assembly shop; 2 band saws, 3 planing machines, 1 smooth planing machine, 3 bench drills, 1 circular saw, and 2 abrasive wheels, in the carpenter's shop. The machinery was in good condition, as each machine was regularly overhauled and operated by expert workmen of the former Schwartzkopf and EEg Flugzeugbau firms.
   In December and January, the machinery was not fully utilized. A total of about 120 trucks per month was repaired at the repair shop while the machinery available would have permitted the repair of 220 trucks per month. Work was done in one 8-hour shift. 3

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3. For about one and a half year, the repair shop had been supplied with current by the long-distance supply station in Finkenherd. Two boiler houses were available at the installation. They lost much of their previous importance, after some turbines were dismantled. One of the boiler houses served the hammer forge and the heating plant. The boilers were heated by brown coal, stocks of which were always adequate for 14 days' requirements.

4. Raw materials and spare parts were supplied from the Oberschoeneweide repair shop. Damaged engines were shipped to the Oberschoeneweide installation from where they were returned to Zeesen after overhaul. Engines beyond repair were replaced in Oberschoeneweide.

5. Trucks in need of repair arrived at the repair shop by rail. Some of the trucks were sent to the Koenigswusterhausen freight station from where they were towed to the repair shop, while most of the trucks were unloaded at the spur track of the plant. The trucks were dismantled on a conveyor belt. Engines, gears, etc. were washed and then each part was examined. The replacement of spare parts was handled in a more economic way than previously. Parts not fit for further use were shipped away as scrap, allegedly to the USSR. Superstructures were repaired as well as possible while they had formerly been replaced by new ones. The trucks left the conveyer belt after assembly and spraying. The electric equipment of the cars was also completely overhauled. The searchlights were prepared for night operations under air raid conditions. The trucks were returned by road or rail to their units. Groups of 30 to 40 cars left the installation at a time."

25X1A 1. [redacted] Comment. In May 1951, Lieutenant Colonel Koshkin (fnu), then a major, was reported as being assigned to the 54th Central Repair Shop in Leipzig.
Major Nazarov (fnu) who previously was reported to be chief of the Zeesen repair shop allegedly was transferred to Moscow in May 1952 and succeeded by Lieutenant Colonel Pabelov (fnu).

25X1A 2. [redacted] Comment. For list of machinery available at the mechanics department, see Annex.

25X1A 3. [redacted] Comment. The data on the production of the plant agrees with previous information. The monthly output in 1952 fluctuated between 100 and 150 trucks.

25X1A 4. [redacted] Comment. The report furnishes a good overall picture of the branch plant of the 53th Central Repair Shop in Berlin-Oberschoeneweide.

25X1A 5. [redacted] Comment. "Graduate engineer" is probably the translation of the German term Diplom Ingenieur, the title of a graduate of a technical university. Graduates of secondary technical schools are referred to as Ingenieure (engineers).

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Annex 1

Machinery Available at the Mechanics Department of the Central Motor Vehicle Repair Shop in Zeesen.

1. Hammer mill:

1 small steam hammer of up to 80 atmospheres pressure
1 steam press of 70-ton capacity
1 " " 100-ton "
2 hand-operated plate shears
1 bench drills for up to 15-mm drillings
Three fires are maintained in the forge. Besides repair work mostly screws and bolts are manufactured.

2. Hardening shop:

3 Siemens hardening furnaces with 150 x 150 base, including 1 electrically heated and 2 gas heated furnaces. At the time of observation the furnaces were not in operation for 4 weeks because of lack Nikolin (?) wire.

3. Welding shop:

3 gas welding sets
2 electric welding sets

4. Turnery:

37 lathes, (special) benches of type Wollenberger and Magdeburger)
8 turret lathes of type Pittler
3 automatic lathes of type Pittler
1 cylindrical grinding machine
1 centerless grinding machine for the grinding of shafts
3 cold saws, including two disk saws
1 boring and drilling machine for up to 20 mm
2 shaping machine
1 shaper
3 gear wheel cutter
2 milling machines
3 thread cutting milling cutters including 1 of type Creatz
1 threading machine
2 abrasive wheels

5. Punching shop:

2 punching machines of 65 to 70-ton capacity
1 small punching machine for sheet metal of up to 5/10 mm
1 small punching machine of an estimated capacity of 30 tons
2 automatic shears for 2-mm sheets
1 screw press

6. Locksmith's shop:

9 bench drills
1 abrasive wheels up to 250 mm
No electric portable drilling machine was available otherwise, sufficient tools in good condition were available.

7. Welding plant:

2 containers, 2 x 1 x 1 meters
1 washing machine with conveyor belt, 5 x 1 x 2 meters

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5. Electrical department:

[illegible] bench drills
1 abrasive wheel

6. Tool maker's shop:

2 planing benches
1 balancing machine for testing purposes
[illegible] milling machines
4 boring and drilling machines up to 20 mm
[illegible] abrasive wheels
5 lathes
2 face grinding machines
[illegible] plain grinding machines
1 cold saw
1 plate shears for sheets of up to 2 mm

16. Mechanical repair shop:

7 lathes
1 jointer
1 truening plane
2 abrasive wheels
1 gear wheel cutter
2 milling machines
2 boring and drilling machines of up to 30 mm

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